

THE SAILOR'S MAGAZINE.

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No. 3

SKETCH OF BENEVOLENT OPERATIONS IN BEHALF OF SEAMEN—NO. IV.

OPERATIONS OF THE AM. SEA. FR'D. SOC.

[Continued.]

3D YEAR.—1830-1.

CANTON. Mr. Abeel arrived at Canton Feb. 16, 1830, and officiated thro' the ensuing summer as the chaplain of the foreign residents in that port, also among the American shipping at Whampoa. His appointment was designed from the first chiefly as an experimental one, and though his service was brief, it was in this respect, in a high degree satisfactory. It demonstrated the practicability and usefulness of such labors in foreign ports, and decided the Board of Trustees to prosecute this work both at Canton and elsewhere as extensively as their resources would permit. Mr. Abeel, according to the understanding when he left this country, resigned his chaplaincy in December, and entered into the service of the A. B. C. F. M., and was long known as one of the most efficient and devoted missionaries of that society.

OTHER STATIONS. Applications were received from the Sandwich Islands, and from the Mediterranean for the appointment of Chaplains, and it was determined to respond to them as soon as suitable men could be found.

INTERNAL WATERS OF THE U. S. In July, 1830, REV. GORDON WINSLOW was employed to visit the Canals, Lakes, and Rivers of the West, and organize Bethel institutions there.—His tour was interesting and highly successful. Societies for the benefit of sailors on those waters were formed at Syracuse, Detroit, and other places, and several hundred dollars subscribed for the cause. It was the commencement of those operations in behalf of the sailors and boatmen which have since been successfully prosecuted, particularly by the American Bethel Society at Buffalo, and the Western Seamen's Friend Society at Cleveland.

Having completed his tour along the western waters, Mr. Winslow, by direction of the Executive Committee repaired to New Orleans where he labored through the winter, as minister of the Bethel church in that port.

SAILOR'S HOME. A beginning was made towards providing funds for the erection of a house in New York devoted to the interests of seamen.—Besides furnishing board for them, it was contemplated to make it the center of all the societies and agencies operating in behalf of that class of men. The sum of \$135 was contributed by a few persons for this ob-

ject. The receipts for the year including the \$135 above mentioned were \$5,124 15. Expenditures \$5,114 61.

4TH YEAR.—1831-2.

CHAPLAINS. The most assiduous endeavors of the Board were employed to procure suitable men to send out to foreign ports. But the young men who were coming into the ministry had none of them turned their attention to this field, and it was found impossible to send out any during the year. Three however, were appointed, to sail at an early date.

NEW ORLEANS. Rev. Mr. Winslow was again sent to supply the Mariner's church in that important port. By his exertions a Seamen's Friend Society was formed there and a boarding house opened under happy auspices. A reading room and register office were also opened which were productive of much good.

INLAND WATERS. Rev. JOHN SAYRE was appointed in April to labor at Oswego in behalf of the sailors on Lake Ontario. His agency was greatly blessed; "many captains and seamen, with their families were led to religion," and a very favorable impression was made among those employed in navigation throughout the Lake.

Though the apparent operations of the society this year were small, they were not without importance. "They have been," says the Annual Report, "to a great extent of a new character. The field was large. Much ground was to be broken. Few laborers were ready to enter into the service, and most of these were entirely inexperienced. Instruments were to be sought out and their attention directed to the subject. Public confidence was to be secured, and plans devised and circulated for obtaining the necessary co-operation.—It is obvious therefore that much ef-

fort was to be expended in preparatory work. Of this nature, in a peculiar manner have been the labors of the past year. And in this respect, the committee are happy in expressing their belief that the society has made encouraging progress."

The receipts of the Society for the 4th year were \$5,670 94. Expenses, \$5,541 23.

5TH YEAR.—1832-3.

CANTON. REV. EDWIN STEVENS was ordained June 7, and sailed shortly after for Canton, where he arrived after a voyage of 116 days. On his arrival he found fifty vessels in port and many more than he could use were offered for service on the Sabbath.—From 70 to 100 attended worship.—He commenced also a weekly service among the factories on shore. During his passage out, besides some seriousness among the sailors, a fellow passenger, a physician, hopefully embraced the Saviour.

HONOLULU. In November Rev. JOHN DIELL embarked as chaplain to American seamen at the Sandwich Islands. He was accompanied by a wife of kindred spirit and carried out with him materials for erecting a chapel, with apartments for the residence of his family and a reading room for seamen. He also carried out a library for this object containing new books to the value of \$500, besides large quantities of pamphlets and papers.

HAVRE. In July Rev. FLAVEL S. MINES with his wife sailed for Havre, France, and commenced a Station in that important port in behalf of the Society. He soon gathered a respectable congregation in a small chapel rented and fitted up for the purpose, and was permitted to witness a dozen or more cases of hopeful conversion, two of them among shipmasters. A church was organized consisting of

twenty-four members, and a Sabbath School established embracing fifteen teachers and twenty-five scholars.—The prospects of the enterprise were very flattering.

INLAND WATERS. Three of the preachers on the western waters, under the superintendence of the local Societies were appointed and in part sustained by the Board the present year.

SECRETARY. Rev. JOSEPH BROWN was appointed Corresponding Secretary of this Society in place of Rev. C. P. M'Ilvaine who had resigned.—Rev. J. Leavitt also resigned his position as General Agent, and Editor of the Magazine.

The receipts of the year were \$9,881 14. Expenditures \$9,985 41.

6TH YEAR.—1833-4.

CANTON. Rev. E. Stevens.

HAVRE. Rev. F. S. Mines. After Making a very promising beginning in his labors, Mr. M. was, at the urgent solicitation of the "French Committee" at Paris, released from the service of the society to become the minister of the Protestant congregation of that city.

HONOLULU. Rev. J. Diell. Mr. D. and his family arrived safely May 1, 1833, and was very cordially received not only by the foreign residents and missionaries but also by the king and chiefs. The chapel and dwelling house which had been sent out were erected in August, the former 48 by 30 feet in dimensions, and capable of accommodating an audience of 500.

SMYRNA. Rev. J. Brewer, Missionary of the Am. Board at this place performed a voluntary service in behalf of seamen during the year. Two hundred dollars were appropriated to aid, in conjunction with an expected appropriation in England, in the erection of a chapel for seamen.

BATAVIA. Rev. Mr. Medhurst of the London Missionary Society labored occasionally for the benefit of seamen at this port.

COR. SECRETARY. Rev. Joseph Brown the Cor. Secretary of the Society, died Sept. 6, and Rev. JONATHAN GREENLEAF, Pastor of the Mariner's Church in Boston, was appointed his successor.

SOCIETY'S HOUSE. Further progress was made towards providing a building for the accommodation of the various agencies operating for seamen. A liberal subscription was made, a site was selected and purchased, \$9,000 paid, and the property mortgaged for the balance of \$10,000. The commercial embarrassments of the times however prevented an immediate completion of the undertaking.

AUXILIARY SOCIETIES to the number of forty-two had now been organized, most of which made annual remittances to the funds of the Society.

Receipts, including \$7,550 57 for the Society's house, \$15,941 72. Expenses \$15,715 22.

7TH YEAR.—1834-5.

CANTON. Rev. Mr. Stevens continued his labors very faithfully and with encouraging success. Public worship was held on twenty two American ships, and in some of them for many Sabbaths in succession; in numerous instances also on board of English vessels. The prejudices which first impeded this work were beginning to disappear, and the labors of the chaplain were received generally with great acceptance.

HAVRE. Rev. DAVID DE FOREST ELY succeeded Mr. Mines at this station, the latter continuing his services until Mr. E's arrival. A subscription was commenced for the purpose of erecting a chapel.

HONOLULU. Mr. Diell's labors were

continued with evidences of the divine blessing. The chapel and reading room were opened and several seamen were hopefully converted to God. One of them had resided at the island 34 years and had never attended any religious meeting in that entire period.

SMYRNA. Rev. Mr. Brewer continued his services in behalf of seamen in connection with his missionary work.

HAVANA. Rev. J. A. Copp was sent out in January as an agent of the Society for the purpose of exploring that port with a view to the establishment of Bethel operations. The intolerance of the government alone formed the chief obstacle to so doing in a port visited by about 1,000 American vessels, and 10,000 American seamen annually.

NEW ORLEANS. Besides visiting Havana, Rev. J. A. Copp spent some time in this city to aid the friends of the cause in an effort to finish a Mariners Church.

MOBILE BAY. Rev. ALBERT WILLIAMS was appointed to commence a station in this important port of the South; and preached through the winter, sometimes to sailors and boatmen at the city, and at other times on shipboard in the Bay. The movement was favored by the citizens of Mobile, and a local society formed to aid in its support.

Receipts \$12,152 87. Expenditures \$12,242 56.

8TH YEAR.—1855-6.

The labors of Mr. Stevens at Canton, Mr. Ely at Havre, Mr. Diell at Honolulu, and Mr. Brewer at Smyrna, were continued as heretofore.

MARSEILLES. Rev. CHARLES ROCKWELL had been sent out the year previous to commence a new station in this important port of the Mediter-

anean, but upon his arrival concluded to accept an invitation he had received to remain as chaplain on board the U. S. frigate Potomac, upon which he had sailed. To supply the vacancy, Mr. Ely was now requested to remove to Marseilles, and Rev. ELI N. SAWTELL appointed to succeed him at Havre.

RIO JANEIRO. This station was now for the first time occupied. Rev. OBADIAH M. JOHNSON was ordained as seamen's chaplain and arrived there Jan. 20, commencing his labors with favorable indications.

LAHAINA. Two years since a reading room for sailors had been opened in this place by the missionaries residing there, and some special attention given to the large number of seamen, principally in the whaling business who resorted annually to the Pacific. The support of that reading room was now assumed by the Society and an agency in behalf of seamen established.

Arrangements were also made with missionaries resident at CALCUTTA, BATAVIA, and SINGAPORE for such labors for the good of seamen in those respective ports as they might be enabled to render.

SAILOR'S HOME. The original plan for a house to accommodate the offices of seamen's institutions was enlarged to embrace a *Home* for the sailor also, and \$1,000 were subscribed by a benevolent individual for its erection provided the requisite amount should be raised before the close of the year. This was at once undertaken, an additional lot of ground purchased, and a resolution passed to erect the building as soon as practicable.

Receipts, exclusive of donations for the Home, \$13,047 00. Expenditures \$13,365 76.

9TH YEAR.—1836-7.

CANTON. Mr. Stevens, according to an understanding when he left this country, resigned his chaplaincy and entered the service of the A. B. F. C. M., continuing however to perform the usual labors for seamen, until a little before his death which occurred at Singapore Jan. 1, 1837. After this event the station remained vacant till 1847. The pecuniary embarrassments of this period, and the breaking out of the Anglo-Chinese war in 1839 were the chief causes of this suspension. Some efforts were made for seamen during this period by Mr. Abeel, and the other Missionaries resident at Canton.

HAVRE.—Mr. Sawtell's ministry at this port was much blessed. The Chapel was thronged with hearers, and a new and more convenient place of worship was found to be necessary. A building was procured on lease and fitted up for the purpose. A considerable number of seamen gave evidence of being savingly impressed by the truth.

MARSEILLES.—Mr. Ely at Marseilles was encouraged with similar success. Having obtained the consent of the authorities, he proceeded to engage and fit up a room for public worship; in which he was assisted by the English and American Consuls as well as by many merchants, ship masters, and some others, who contributed nearly enough to cover the expenses.

The stations at Honolulu, Smyrna, and Rio Janeiro were continued as heretofore.

CRONSTADT.—At the solicitation of Rev. Mr. Knill of St. Petersburg, and of the British and Foreign Sailor's Society in London the society determined to establish a station in this important port of the North. Rev. J. C. WEBSTER was appointed chaplain.

NEW ORLEANS.—REV. HARMON LOOMIS was commissioned by the Society as seamen's chaplain at this port, and commenced his labors in January. The old Mariner's Church was taken down and preparations commenced for the erection of another. A temporary chapel was provided, and a Port Society organized.

Missionary efforts for seamen were continued at Batavia, Singapore, and Lahaina.

Receipts \$10,561,66. Expenditures \$14,803 63.

10TH YEAR.—1837-8.

This was a year of unparalleled pecuniary embarrassment, in which this Society in common with all its sister institutions was crippled in its resources and compelled to contract its operations. Mr. Ely of Marseilles, and Mr. Johnson of Rio Janeiro were recalled from their stations.

At HAVRE, Mr. Sawtell labored with good success. He was much embarrassed for the means of defraying the expenses of the new chapel, and at length made a visit to England where he was cheered with liberal sympathy and aid. The debts were extinguished, and the work was enabled to be carried forward without further interruption.

At HONOLULU, the present year was signalized by the organization of the "Oahu Bethel Church." Nine persons resident at that place with the chaplain and his wife entered into covenant with God and with each other, and were constituted, with the aid of the missionaries, a distinct church. This was the first church organization especially designed for seamen, which was gathered in foreign lands. Evidences of the divine blessing have rested upon it from its beginning, and many seamen have found a spiritual home within its fold. A considerable

number were hopefully brought to Christ during the year.

LAHAINA.—The missionaries proposed to place the seamen's cause at this port on a more permanent basis by removing the old reading room, and erecting a new building, devoted to sundry purposes of the mission and to a reading room, chapel and vestry. A subscription was begun for the purpose of effecting this object.

Interesting reports were received of the results of labors for seamen at Batavia and Singapore; and some attention was given to the work in Cadiz, Antigua, Cape of Good Hope, and Sydney. Mr. Webster continued his labors at Cronstadt, aided as before by an appropriation of £50 from the British and Foreign Sailor's Society in London.

SAILOR'S HOME.—Though owing to pecuniary embarrassments, and other obstacles the work of erecting the contemplated building was deferred, it was resolved to delay no longer opening a boarding house for seamen. Accordingly the house No. 140 Cherry St., was leased, and opened under the direction of Capt. R. Gelston, on the 10th October, for the reception of boarders. 539 seamen were accommodated there up to May, 1838, of whom 90 signed the temperance pledge, and 38 deposited in the aggregate \$2,000 in the Savings Bank, not one of whom ever deposited a dollar before.

SHIP LIBRARIES.—The practice was commenced of furnishing vessels with libraries of books. During this year and the last 80 vessels were supplied in this way, most of them bound on long voyages.

Receipts, including \$1,683 49 for Sailor's Home, \$14,173 15. Expenditures \$15,452 84.

11TH YEAR.—1838-9.

The stations at Honolulu and Havre

were continued as formerly. Canton and Marseilles still vacant.

CALCUTTA.—Rev. JAMES PENNY was employed as chaplain here, in the joint support of this society, and the Calcutta Seamen's Friend Society. A Floating Bethel was provided, and a Seamen's Home opened.

AT SINGAPORE.—A Sailor's Home was established, and regular services for seamen maintained by the resident missionaries.

The station at CRONSTADT,—it having been ascertained that it could be more conveniently conducted by a British chaplain—was transferred to the British and Foreign Sailor's Society, assisted still by an appropriation from this society.

Incidental aid was furnished to promote labors for seamen at Cape of Good Hope, Cadiz, Rio Janeiro, and Antigua. The whole number of stations occupied in whole or part by the society the present year was *fifteen*.

Another temperance boarding house was opened in New York for seamen, and the whole number boarding at the two during the year was 2,300.

Receipts \$12,651 11. Expenditures \$11,137 86.

12TH YEAR.—1839-40.

HONOLULU.—Mr. Diell's health failed him in the fall of 1838, and he was obliged to suspend his labors, his place being temporarily supplied by the missionaries residing in that city.

The pecuniary embarrassments of the society induced the Board to appoint Rev. Mr. Sawtell of Havre, financial secretary, to devote his time to the raising of funds. So earnest however was the remonstrance which arose from the American and English residents at Havre, against his removal, that the purpose of the Board was relinquished, requesting only his se-

vice in this country for a few months to assist in the raising of funds.

At CRONSTADT, arrangements were made to maintain a chaplain at the joint expense of the British and American S. F. Societies, and REV. EZRA E. ADAMS, was sent out in that capacity.

At the other ports heretofore mentioned labors for seamen were

continued either by this society, or by missionaries and others in correspondence with them.

The funds of the society were much depressed at this time, and their operations were proportionally curtailed. The receipts for the 12th year were \$9,397 67. Expenditures \$10,372 89.

I. P. W.

CORRESPONDENCE.

HONOLULU.

Letter from Rev. S. C. Damon, Chaplain.

Anniversaries.—Societies.—Death of Judge Lee.—
Oahu College.

Honolulu, June 28th, 1857.

At present our city is unusually quiet. But few vessels are in port, and seldom are we permitted to receive intelligence from abroad. Not that the quiet of 1857, resembles the quiet of 1847; not that Honolulu, now is what Honolulu was a few years ago. I met a shipmaster a few days since, who had not been here for about ten years, and he said if he had been brought hither, and not informed of the name of the place, he should not have known that he was in Honolulu.

The Government is now building a new wharf, and removing the "old Fort," which has for forty years disfigured the town. Thereby a new street will be opened, which will very much add to the beauty of the city. So one improvement after another is made. With these changes in the city, as great, if not greater are going forward among the people. I see daily new and strange faces. But few of the old residents remove, I mean of those who were here, when I arrived in '42.

We have recently passed through the scenes of our Anniversary week. The following is a brief account of our principal societies:—

HAWAIIAN MISSIONARY SOCIETY.—

The annual meeting was held on Tuesday evening May 26. A long and very interesting report of the doings of the Society, and of the present condition of the Marquesas and Micronesia missions, was read by the Secretary, Rev. L. Smith, who visited the former mission during the summer of 1856.—The treasurer's report was read by Samuel N. Castle, Esq. From it it appeared that the total receipts of the society during the year had been \$3,446, including a balance from the former year of \$496 96. The total expenditures had amounted to \$3,386 32, leaving in his hands on the 31st of May, \$59 68.

This society has recently been incorporated by the Government, which has granted them a liberal charter. The first election of officers of the society under this charter was holden June 5th.

BIBLE SOCIETY.—On Wednesday evening, May 27, this society held its annual meeting. From the report of the secretary, it appeared that during the past year there had been sold and donated 772 bibles and 164 testaments, in ten different languages, viz: English, French, German Portuguese, Spanish, Russian, Welsh, Swedish, Danish and Hawaiian. The treasurer's report shows the receipts for the year to have been \$631 06; expenditures \$448 06, leaving a balance on hand of \$183, which has since been increased by a collection at the Fort-street church to \$289. Besides this there

is in the treasurer's hands the sum of \$300 13 for the employment of a colporteur among the Chinese.

TRACT SOCIETY. — On Thursday evening, the 28th May, this society met. The secretary's and treasurer's reports were read, and a warm discussion took place on the subject of rendering the society more useful. It was proposed, and finally resolved, to employ a colporteur during the fall and winter months, for which object about \$160 were pledged at the meeting. The report of the treasurer shows the receipts for the year to have been \$467 30; and the expenditures \$339 80; leaving on hand a balance of \$127 50.

Besides the above mentioned, the "Hawaiian Evangelical Association" held its sessions daily, for two weeks. "The Missionary Children's Missionary Society," has also held its Anniversary. The "Ladies' Stranger's Friend Society," still holds on in its useful course, expending annually from \$500 to \$1,000, some years more and some less than that amount. Besides these various institutions, we have our Odd Fellow's Lodge, Masonic Lodge, Fire Companies, Mechanic's Benevolent Society, Agricultural Society, Sailor's Home Society, &c., &c. If the organization and maintenance of these various societies indicate progress and civilization, then Honolulu may be said, to compete with older cities.

Our community has recently been deprived, by death, of the valuable services of Judge Lee.

This event occurred on the 28th ult., at his residence. The funeral exercises took place on the following Sabbath, at the Stone Church, and were numerously attended, by foreigners and Hawaiians, including His Majesty, Officers of Government, and members of the Bar. In the evening of the same day, funeral discourses were delivered in the Seamen's Chapel and the Fort street Church. — Resolutions, embodying sentiments of the highest respect and esteem for the eminent services and character of the deceased, have been passed by His Majesty's Privy Council, Members of the Honolulu Bar, the American Club and the foreign residents of La-

haina. His remains, for the present, are deposited in the Royal Tomb, to await their removal to the United States.

It has been my privilege to have been acquainted with the deceased from his first arrival, in October, 1846, down to the close of his useful life. I would add, that in the death of Judge Lee, the Hawaiian Government and the community have sustained a great loss. He was just one of those rare men, whose sterling common sense, sound judgment, practical education and Christian virtues rendered him a most useful public officer and valuable citizen.

The Rev. Richard Armstrong leaves to-day for the U. S. via. San Francisco. The main object of his visit, is, to secure the endowment of "Oahu College." I do most sincerely hope, that he may succeed in this most important enterprise; unless an endowment of at least \$50,000 is secured I see not how the institution, can again open. We need such an institution; its influence would prove most salutary for ages to come. We need a College, as much as Massachusetts needed "Harvard," in the middle of the 17th century, Connecticut, "Yale," in the opening of the 18th century, New Jersey "Nassau Hall," in the middle of the same century, or the Western States, need Colleges now. Who will aid? will not some "Harvard," or "Yale," or "Williams," be found for our Infant Seminary, and to give it a name!!

Yours,

S. C. DAMON.

SHANGHAI.

Letter from Mr. A. L. Freeman.

DEAR SIR:

I improve the opportunity to send you a word of cheer from this distant field of labor. The new Floating Chapel of which I wrote you in a previous letter having been completed, was dedicated to the service of God on the first Sabbath morning in May. Since that time services have been held on the Sabbath, on nearly every occasion before a large and respectful attendance. The missionaries are uni-

ted in the work and are doing all that lies in their power to make the truth known among seamen. We have reason to believe that the Lord is blessing it to the good of souls. In form the place has much the appearance of an abridged edition of Noah's Ark, with a few modern improvements, and is capable of holding about 350 persons. To make the place more attractive the merchants in the town have generously provided a harmonium. The total cost of the building has been a trifle above 3,000 dollars, all of which has been subscribed by the resident merchants of Shanghai.

The Bible and tract distribution is still kept up on the Sabbath. Of late a large number of Bibles has been required to supply seamen who were destitute of the word of God.

One poor fellow who left here some months ago, anxious about his soul's salvation, went to Amoy, sickened and died. A shipmate writes me thus:—"The Bible you gave him was his dying pillow, his head rested upon it when he died. I trust he found forgiveness through the Lord Jesus."

A pious Welsh captain came into port a few weeks since, scattering the influence of a good example wherever he went. A friend going on board of his vessel a few mornings since to

see him, was met by the mate, with the remark, "You'll have to wait a little while, he's down to prayers."—It is needless to add that nothing was lost by waiting till prayers were over. His care for his crew and his apprentice boys was more like the care of a father for his children than anything else that I can think of. At sea on the Sabbath, a Bible class meets around the cabin door for the purpose of studying the word of God, with the captain for a class-leader. It does one good to meet with such a man as this.

At the Seamen's Hospital a sermon is preached every Wednesday afternoon to the patients. Visits for conversation and tract distribution are also kept up.

At present everything is quiet in Shanghai. The disturbances at Canton have not as yet led to anything like ill feelings between the natives of this place and foreigners. What may be in the future is sealed and unknown to us. We trust in God. We are only careful to know that each day brings its duties and its blessings.

May the Lord overrule these contentions for the advancement of his kingdom among these people.

In the Beloved,

A. L. FREEMAN.

COMMUNICATIONS.

LABORS AMONG SEAMEN.

Extracts from the report of L. P. Hubbard, agent of the Society for promoting the gospel, among seamen in the Port of New York.

Sunday, July 12th, 1857.—Visited among the shipping in the vicinity of the Mariner's Church. Was gratified to find so much interest in the things of salvation. There was a variety of craft from the stately clipper, down to the canal boat. I met intelligent shipmasters, officers and seamen, and it was pleasant to hear the hearty "thank you," for invitations to the

sanctuary, and good reading which was freely distributed.

Tuesday, 14th.—Visited among the seamen. Had an interview with a Norwegian, who was determined to make religion the great concern.—Another had just arrived overflowing with love to the Saviour. He will unite with the church at our next communion season.

Friday, 17th.—Met an interesting sailor boy in the reading room, and engaged in conversation with him.—He boarded with Mr. Burns in Water St., and was directed to the church, by the framed notice in his boarding

house. He had been to sea seven years, and is now nineteen. He joined the Marine Temperance Society, I gave him Tom Starboard, &c., &c., and endeavored to direct him to the Saviour.

Saturday, 18th.—Met three sailors, from nineteen to twenty-three, and invited them to the office. The parents of all were pious—one had been wrecked and lost his bible, which I made good to him. All were thankful for tracts, and joined the Marine Temperance Society, and their "excellent spirit," led me to hope that they were not far from the kingdom. Distributed many invitations during the day for seamen to attend divine service to-morrow.

Sabbath, 19th.—Had a very interesting season, visiting among the seamen. Some were induced to go to the sanctuary; one was a Portuguese from the Cape de Verd Islands, to whom I gave a testament. He was a catholic, but an attentive listener to the gospel.

Monday, 20th.—Was busy at the church till nearly noon, making up packages of tracts, giving out books, &c., to the numerous seamen that called. Hailed a man-of-war's-man as he was passing the door, and invited him in—found him interested on the subject of religion—supplied him with good reading.

Sabbath, 26th.—Was kindly received generally by captains in the cabins, as well as by the seamen in the forecastles, in my visits among the shipping this morning. The Magazine, Sea Bird, Tom Starboard, &c., were thankfully received, as well as the invitation to the house of God. Among the vessels visited was the ———, Capt. ———. As I approached the cabin door, I said "good morning Capt." To my surprise he returned the salutation, calling me by name.—I learned that he is a regular trader here, and that we may expect him to occupy a seat in the Mariner's Church when in port.

Sabbath, Aug. 2.—Visited among the shipping. The invitation to go to the Mariner's Church, was very cordially accepted by many—was gratified to see four or five of the crew of ship ———, mostly colored, seated on the deck, one of their number read-

ing the bible. I was much interested in a little sailor boy in a blue shirt, who had been to sea three years. I found him in South St., and he readily accompanied me to the church.

Sabbath, Sept. 20th.—Had a pleasant visit among the seamen. Seven were taken to the church at one time who were attentive listeners to the message of salvation.

Tuesday, 29th.—I was never more deeply impressed with the importance of our work, than in a little prayer meeting in the office where I heard the sailors thank God for the Port Society, and the Mariner's Church. They had recently tasted that the Lord is gracious.

Sabbath, Oct. 4th.—Was quite successful in persuading seamen to attend the services of the sanctuary. It was a day long to be remembered.

Sunday, 11th.—Our efforts to induce seamen to attend divine service were not in vain. Rev. Mr. Jones, the pastor, preached in the morning to a large audience. Rev. Ola Heland, preached in the afternoon, at 3 o'clock, to the Norwegians, Danes, Swedes and Finns. At a later hour the Chinese sailors were assembled, and Dr. McCartee, Missionary to China, made known to them the glad tidings of salvation. In the evening the congregation listened with deep interest to Rev. Mr. Harris, Chaplain of the American S. Friend Society, at St. John, New Brunswick.

For the Sailor's Magazine.

REMINISCENCES OF SAILORS.

FIRST BOARDER AT THE SAILOR'S HOME.

Who was the first boarder at the Sailor's Home? Let me answer the question and give some of his history. He was a lad of some eighteen years old from the State of Massachusetts.

This lad shipped in the fall of 1837, in a vessel bound to New Orleans, as an ordinary seaman.

He continued in that ship until he rose to the command of her—always making the Home his residence when in New-York. He now commands a fine ship of more than a thousand tons. I might stop here, but the best would not be told.

He is a consistent member of an Evangelical Church—a good man—and firm friend of seamen! Having risen, unaided by any, through his own exertions, he is the very man who will, and does lend a helping hand, as far as in him lies, to as many as he sees are striving to do likewise.

P. S. I read the above sketch to Mrs. G., to see if she could remember the picture I was drawing. I had finished the fourth line when she exclaimed "it is P., he came and engaged board two days before we opened the house and he helped me put down my carpets!"

Yes Captain P. is the man now living in Rutgers Place in his own house, and commanding a fine Packet Ship in the Liverpool trade.

It is not long since he was the instrument of saving a ship's crew, and bringing them into this port, taking them from a wreck in the Atlantic.

COACH RIDING.

Much has been said about the peculiarities of sailors, and they certainly are a "peculiar people," but it cannot be said of them as a class that they are always "zealous of good works," though that number is augmenting and increasing, shadowing forth the fulfilment of the glorious promise given. I told you something about the views of the crew of the North Carolina, who were at the Home in 1837 on prayer, and now I propose to give you a few other peculiarities in the way of bestowing charity and coach riding on shore.

An old quarter master of the North Carolina, in the cruise of that ship before spoken of, was one of the inmates of the Home—by name Peter B.——

Peter was paid off with eight hundred dollars, and the Superintendent had obtained the money in ten dollar gold pieces at the Brooklyn Bank.

In counting it he did not handle it as readily as a Bank Teller, and after several countings, every one of them differing, he consoled himself by shoving the money into a leather pouch, and saying "the Purser was all right, and he should not bother his head any longer with what belonged to *him* to do."

Thus ended this matter; and now

a coach is ordered to take him to the Philadelphia boat. He is going to Norfolk to see his old mother, and as he expresses it "to build a shelter for the old woman before winter." Peter thought of his mother and loved her, and brushed many a tear from his eye as he often spoke of her. But now the coach is at the door, and Peter gets his trunk and chest safely stowed inside, and then closes the door. The driver tells him to step inside as he will be more comfortable and it looks like rain; but Peter springs on to the box alongside the driver saying "he is neither sugar nor salt and he wont melt, and he dont want his neck broke inside of a concern like that with no chance to jump out." Safely seated he bids the Superintendent good bye, and as the horses start throws a ten dollar gold piece on the pavement and sings out, "Give that to some old woman that comes after cold victuals, one of these cold mornings to feed her young ones," and he is gone toward his own mother with as true a heart as ever beat under a blue jacket.

CHARITY.

At the time the old United States Bank stood in Broadway below Trinity Church, a story was recorded of a sailor something like this.

He was paid off from one of our national vessels, and as was the custom then, went to this Bank with his check to get the gold; after finding all right, the Teller discovered Jack dropping a ten dollar gold piece into the discount box; Jack seeing he was noticed, remarked as he made toward the door, "that will do some poor widow a little good," and then left the building.

But the impression this noble act of the sailor made upon the clerk's mind was salutary.

He opened the box and took out the ten dollar gold piece, relating the affair to the cashier and his fellow clerks. It was the winter season, and there was, as there always is, much suffering among the poor; and this example of a poor sailor was too strong to be resisted, and Jack's ten dollars through the cashier and clerks of that Bank, amounted to over three hundred dollars, an increase of thirty

fold, which undoubtedly made many a widow's heart rejoice through a cheerless winter.

R. G.

For the Sailor's Magazine.

A CORRECTION.

"J. B. R." one of your correspondents has committed a great error in charging the merchants with sending the captain away to the custom house with a parcel of old protections from his drawer, and thus causing the master to swear to a "pack of lies."

Merchants have no more to do with protections, and with clearing their vessels (so far as the crew is concerned,) than has your Society.

All these matters are done by the notary, and if anything is wrong about men's protections, it is either with him or with the man himself who ships. Oftener with the man than with the notary. He must either ship as a foreigner or an American, and when the compliment of foreigners is complete, the notary then requires of the man a protection which must be left in the notary's hands, by which to clear the ship, as she must have a certain number of native or naturalized Americans. All this is done by the notary, who alone is responsible; and not the merchant or the master.

So you see that harsh expression of your correspondent is entirely gratuitous and uncalled for. How necessary it is for a man to understand things of which he is writing, and not make such mistakes in nautical matters, and such sweeping charges against merchants.

R. G.

For the Sailor's Magazine.

THE SONG AT MIDNIGHT.

Almost at every turn I make I meet with some one, a sailor or some one who says "I cannot be a Christian under these circumstances." One says "I have so many trials with those who are under me—they vex me so I should use some bad language and thus forfeit my religion." Another says "I am in so much trouble." O! thousands of thousands are these

excuses! But, ah! beware! they are all but the clinking of the chain with which Satan binds the poor captive.

To all such persons I would recommend the reading of Acts XVI; and especially the great fact of the 25th verse. "And at midnight, Paul and Silas prayed, and sang praises unto God." And these were the poor fellows who were "thrust into the inner prison, and their feet made fast in the stocks." And yet under such *circumstances*, sang songs unto God—under such *circumstances* gave vent to joyful feelings for song is the charms of joy. Shame on all those who talk of *circumstances* of discomforts being a reason for not being a Christian. *Such circumstances cannot be found.* I care not what the trial and vexation is, if only a man is in a place of honesty. O! again I say it, read Acts XVI, and forever hush an excuse.

Beware, the religion of the Bible must be divine. If under such *circumstances* it can make the heart joyful, it *must* be divine. Yes, mark it, there *must* be something in it, yea, a great deal in it, a *very great reality*; and if a reality, beware! the not loving it will also be a terrible reality.

Sailor, will you hang on to your excuse, "I can't be a Christian and go to sea," and still go to sea? Officer, will you still say, "I cannot be a Christian, and have such men to deal with," and yet cling to your profession? Then I must tell you, you are not honest. I must tell you I do not believe you. What? The way of the sea, the way to hell, and you still go to sea? No, no, *you do not believe it.*

If it is so, O! I pray you flee for your life! Look not again toward the ocean forever, for Death, Eternal Death is thereon.

J. B. R.

FROM AN AGED WIDOW IN MICHIGAN.

MILFORD, Sept. 21st, 1857.

REV. MR. WARREN:—

SIR:—Your notice of your Michigan correspondent, she considers quite a compliment. She was pleased to learn that her remittance reached you, and if her letter gave any pleasure or encouragement, it is more than she

expected. It was the effusion of a full heart to one that could appreciate the importance of the seamen's cause. Many with whom I converse, seem entirely insensible of what they suffer, or of our obligation to the class of men to whose toil we owe almost all the necessities or at least the luxuries of living; but I disclaim any merit for benevolent feelings towards them for from my childhood, sailors have been my associates; some of my school companions went to sea, and two in early life found a grave in the ocean. My feelings were enlisted in their cause, and have been strengthened by attending since, the establishment of a concert of prayer for seamen at Norwich, Conn., the place of my former residence. Some lectures we heard and anecdotes heard or read, have deeply affected me.

The wrongs the sailor suffers from landmen have often excited not only my pity but warmest indignation. I have thought their toils at sea were a less evil than their dangers on land.

We deplore these things and I constantly pray the time may be hastened when the "abundance of the sea shall be converted to the Lord."

There are many calls for aid and we are directed to sow by all waters. In your city I am interested in the F. Guardian Society, the A. and F. Christian Union, the Home Missionary, &c. all of whose publications I take and read; yet I think the Seamen's cause second to none of them. I have said if our Missionary Societies had entered on the work of converting sailors, it would have strengthened their cause, for a truly converted sailor is an efficient, self supporting Missionary.

But not to be tedious, I would say that I have concluded to send those articles of clothing of which I spoke, and you will please dispose of them for the comfort of some poor sailors. May the blessing of heaven rest on the recipients. Though small the gift they would appreciate them, if they knew an old woman seventy-five years old, purchased the cloth by saving, and then made them herself. I do not relinquish the hope of sending more if my life is prolonged. Be assured sir if my sympathy or poor prayers

are of any avail, they are pledged to the cause of seamen.

Your sincere friend,
R. T.

Accompanying the above letter was a remittance of \$5,00, for which and for the other substantial tokens of her interest in the seamen's cause, our venerable friend will receive our most grateful acknowledgments.

For the Sailor's Magazine.

THE NEW COMMANDMENT.

Jesus said, love one another.

So, where'er a Christian be,
We should love him as a brother,
Christians' hearts should all agree.

When our Lord makes up his jewels,

They shall all belong to Him,
Every soul whom Jesus loveth,
Is a pure and precious gem.

And, whate'er their name or station
Clothed in Jesus' righteousness,
Faithful souls of every nation,
Jesus Christ will own and bless.

Take, O! Christian, from a brother,
Friendly grasp of Christian hand,
Brother, we shall bid each other,
Welcome in the better land!

J. W. O.

BETHEL UNION.

DEAR MAGAZINE:

Having completed your twenty-ninth annual voyage, and having just loosed from your moorings for a thirtieth voyage, I have resolved to ship.

I was first introduced to you late in the autumn of 1852, at No. 80 Wall Street, N. Y., and from that time to the present, my attachment to you has been growing. The occasional visits I have made you have greatly heightened my respect for you, and established in my heart a strong and settled faith in the importance and magnitude of your mission. And being assured that you are voyaging under the Captain of human salvation, to rescue from ruin the noble sons of Neptune; and knowing that many have been saved from perils at sea,

along dangerous coasts, and in ports more ruinous, I have resolved to sign your articles, and ship to labor at whatever may most tend to promote the philanthropic mission of mercy and good will to seamen for which you sail. I have headed this article

BETHEL UNION.

for the purpose of expressing an opinion, which has taken years to mature. It is this. That however diversified may be the Society formed for the comfort and elevation of sea-faring men, the Church, or hopefully converted portion, should be known by some name expressive of the whole body. Could we fix on a term more appropriate than the one which stands at the head of the article? BETHEL, how expressive! UNION, how indispensable to success in soul saving labors; how glorious and God honoring! How opportune the appellation, *Bethel Union* for a gathering of pious sailors and their sympathisers in this port, or in that, instead of "Congregational Bethel, Baptist Mariner's Church, Episcopal Seamen's Church, Methodist Sailor's Class," or some other sectarian phrase. If there are valid reasons for parceling out the Church of Christ and labeling it in the present popular way, I do not believe any good reason can be adduced for their parceling out, and labeling converted seamen. It would be alike contrary to the genius of christianity, and to the expansive benevolence of those whose home is on the sea.

To me it is blot enough on the protestant escutcheon to see lands-men contending for names and parties; and that two in strife so hot as to forge a weapon that has been caught up by popery, and which is being wielded dexterously to prove an absurdity to multitudes in error.

I know it is common to talk eloquently, and to write convincingly in favor of Christian Union; but the least approximation to it is not unfrequently repulsed by the voices and pens, that should be first in celebrating its sacred nuptials. And, shall we, who have come forward from the various church organizations to gather in the ocean harvest, lug along with us what has proved a most serious incubus to our fathers? I hope not

brother chaplains, but waiving all minor differences pertaining to Church polity, and a thousand other matters about which we shall be asked nothing in the day of judgment, let us more prayerfully, earnestly and indefatigably labor to convert the abundance of the seas to God.

I am persuaded that we shall not labor in vain, for multitudes of noble hearts now on the bosom of the sparkling waters shall, by "the washing of regeneration and the renewing of the Holy Spirit," become *one* in Christ, as the flowing brook is one, though made up of rain-drops many.

I have been emboldened to express my humble convictions on this important subject from knowing that many of the true friends of the sailor feel as I do; and trust that all minor differences will be dropped, and though occupying ports remote from each other we shall nevertheless be *one*; fulfilling the prayer of our Saviour, "as thou Father art in me; and I in thee, that they also may be one in us; that the world may believe that thou hast sent me." E. N. HARRIS.

St. John, N. B.

Aug., 1857.

PRESERVING LIFE AT SEA.—Some of our exchanges, in view of the recent disasters at sea, are calling attention to the adoption of some method by which such losses of life may be avoided. A Mr. EVANS of New Bedford, it is stated, proposes that the tops of the houses should be so constructed that they could be easily detached, suitable places being made in the house-tops for the storage of provisions and water. A Mr. Jackson of Baltimore has a plan somewhat similar. He proposes to build the deck saloon separate from the vessel; air canisters to be placed between the ceilings, and the floor work to be of heavy wood; the first to impart buoyancy, and the latter to answer as ballast. The deck would form a lifeboat. These plans of which we have not given the details, should receive attention from ship builders and merchants. No doubt, by a method such as proposed, many lives could be saved, when the boats may prove of no avail.

THE CABIN BOY.

The following rhyming answer to the nautical riddle in our last number is by an old shipmaster, whom we are happy to gratify by its insertion.

In the October Magazine,

A riddle I did see:—

An old shipmaster sure, thought I,

Can tell what it may be.

I ought to know about a ship,

From main-truck to her keel;

And all her "fixins" fore and aft,

From jib-boom to her wheel.

But still the riddle long refused,

Its secret to betray,

Till I began to *spell*, when lo!

'Twas just—the letter A.

Capt. J. R.

AN ENIGMA.

I am composed of 19 Letters.

My 1, 2, 4 is a letter of the Greek Alphabet.

My 8, 7, 6 is a household utensil.

My 2, 15, 16, 17, 10, 11 is a river in England.

My 10, 16, 18 is a kind of bird.

My 12, 13, 16 is a Latin prefix used in English, meaning together.

My 1, 10, 6 2 is a letter of the Hebrew Alphabet.

My 8, 10, 3 is a Latin prefix, meaning through.

My 4, 5, 10, 3 a river of Germany.

My 9, 7, 16, 10, 19 are pleasant to every body.

My 19, 7, 14 is a name of the sun.

My 19, 18, 17 is a Latin prefix, signifying under.

My whole was a great discoverer.

G. F. FOSTER.

YOUTHFUL COURAGE.

Translated from the French for the Sailor's Magazine.

On the night of the 12th of November, 1842, a fishing vessel was overtaken in a great storm when a

few miles from France. Towards midnight, the master of the vessel sent his son Gustavus into the hold for some implement he wanted.

Scarcely had the boy, who was only 14 years old gone down than he felt a great shock; and he rushed to the deck. During his few minutes absence, the vessel had shipped a sea which had swept every one from the deck, and thrown her upon her side.

It was in vain that Gustavus called his father; he heard nothing but the noise of the raging sea. Without losing an instant in useless lamentations, as an ordinary mind might have done, he eagerly gazed upon the waters, and soon perceived a black point alternatively rising and falling.

He could not swim; but what difficulty may not be overcome by courage united with presence of mind? He lashes himself to the rigging, takes a rope in his hand, throws himself into the sea, and casts the rope to the poor creature who seizes it without guessing what deliverer heaven sends.

When brought to the vessel, to the unspeakable joy of Gustavus he was found to be his father. Two more sailors were saved by the hand of this noble boy (garçon.) One of the hands of a sailor was found to be dreadfully excoriated, "a mere trifle" said Gustavus, "let us work," and he was the first to work the vessel. After much trouble and work, this little bark was saved by the exertions of this noble and courageous boy.

G. F. FOSTER,

St. John, N. B.

THE POWER OF MUSIC.

"Could't, cos he sung so!" Leaning idly over a fence, a few days, since, we noticed a little four-year-old "lord of creation," amusing himself in the grass by watching the frolicsome flight of birds, which were playing around him. At length a beautiful bobolink perched on a bough of an apple tree, which extended within a few yards of the place where the urchin sat, and maintained his place, apparently un-

conscious of his close proximity to one whom birds usually consider a dangerous neighbor.

The boy seemed astonished at his impudence, and, after regarding him steadily for a minute or two, obeying the instinct of his baser part, he picked up a stone lying at his feet, and was preparing to throw it, steadying himself for a good aim. The little arm was drawn backward without alarming the bird, and "bob" was "within an ace" of danger, when lo! his throat swelled, and forth came nature's plea: "a-link, a-link, a-link, bob-a-link, bob-a-link, a-no-sweet, a-no-sweet! I know it, I know it, a-link, a-link! don't throw it, throw it, throw it," etc.; and he didn't! Slowly the

little arm fell to its natural position, and the now despised stone dropped. The minstrel had charmed the murderer! We heard the songster through, and watched his unharmed flight, as did the boy, with a sorrowful countenance. Anxious to hear an expression of the little fellow's feelings, we approached him, and inquired,

"Why didn't you stone him, my boy? You might have killed him, and carried him home."

The poor little fellow looked up doubtfully, as though he suspected our meaning, and with an expression of half shame and sorrow, he replied, "Couldn't, cos he sung so!"—*Indiana Journal*.

MISCELLANY.

TREATMENT OF SAILORS.

How little does the benevolent public know of the practices prevalent in our great sea ports, in relation to seamen. The tales of suffering and wrong with which the press has abounded for many months, have caused scarcely a ripple of feeling through the country at large. The impression of sailors by British vessels, prior to the war of 1812, and which was the ostensible occasion of that war, was the merest trifle in comparison with events which now occur daily, along all our coast. The following extract from Rev. Mr. Taylor's "Seven Years Preaching in San Francisco," gives some specimens of the way in which men are often shipped for sea. These landlords, and shippers are the men who have been found to be stronger than the combined merchants of America. And these evils will continue till the country at large awakes to their enormity; and through

the pulpit, and the press, and by the stern mandate of law compels the *abolition of the advance*.

"When the sailor's bill at the boarding-house runs up to cover the "advance," the landlord says to him; "Jack, you must ship."

"I won't do it," says Jack.

"You shall do it; you owe me a hundred dollars, and you must either pay me to-day or go to sea in the ship Challenge."

"O, I don't want to go to sea yet," says Jack.

"O, well, never mind," says the landlord, "you're a clever fellow, and you may stay at my house as long as you please, and pay me when you get ready. Come let's take a drink."

Jack, very glad to be on such good terms with the landlord, walks up to the bar, and drinks to the health of his master. In ten minutes he is as insensible as a log. When he recovers from his mysterious sleep, he is out of sight of land. He is awakened by the stern command:

"Wake up here, and go to work."

The poor fellow, rubbing his eyes, inquires, "What ship is this? Whither bound?"

"To Hong Kong."

"How did I get here?"

"Why, you shipped, sir," says the master.

"I never shipped in this ship."

"Yes, you did, sir, and you must go to work without any more grumbling," replies the Captain sternly.

"I want to see the articles," says the sailor.

"Well, sir, here they are. What is your name?"

"My name is John Waters."

"There it is, written on the articles in two places, once by the landlord, and once by the shipping master."

"I never signed those articles," replies John.

"No, you were too drunk to write your name, but there's your mark."

John puts his hand to his head and studies a moment, and says: "I want my advance before I go to work; how much was I to get?"

"One hundred and twenty-five dollars, for the run, paid in advance," replies the captain, "and here's your account from the shipping office:—your bill with the boarding-master took one hundred dollars, leaving me twenty-five, which he handed me to give you when you got sober."

John takes the twenty-five dollars and goes to work. But you ask, "what did the landshark give to the sailor, to take away his senses so suddenly?"

It was a compound of whisky, brandy, gin, rum and opium which, if a man drinks, he sinks into the Lethæan stream for a dozen of hours."

But the kidnappers practice not alone on seamen. Here is a case from the same volume:

"A landlord, lacking a man to make up a crew, met a German glazier on Long Wharf, with a pack of glass on his back, and said to him, 'Hie my good fellow, don't you want a job?'"

"Yes, sir."

"I want you," said the shark, "to put some glass in the stern of that ship," pointing to a ship in the stream. "Jump into my boat here, and I'll take you on board."

So off they went. As the German sat in the stern of the boat, much pleased with the prospect of a good

job, the shark said to him, "Will you have a cigar, sir?"

"Yes."

So the glazier sat and puffed away as he used to do in his Faderland, but before they reached the ship he tumbled over into the bottom of the boat. The shark threw his pack of glass into the bay, and running alongside, hailed—"On deck there! lower away and haul up this man." A rope was lashed around him and he was hauled up. The shark ran into the Captain's office, saying, "Captain, I've got a first-rate sailor here; he's a little boozy to-day, but he'll be all right to-morrow," and got his advance. The poor German waked up at sea, with a longer job than he had engaged for, and the worst of the business, he must not only work for nothing, but be kicked and cuffed through the whole voyage for having the presumption to impose himself as an able seaman, when he knew nothing about the business.—The cigar was drugged.

On one occasion a shoemaker stepped to the bar to take a drink and waked up the next day at sea, and did not get back to his business for nine months."

HOW DO SAILORS LIVE ON SHIP BOARD?

The Boston Transcript gives us the following graphic description of the arrangements for the accommodation of sailors on ship board. For the benefit of some of our country readers, especially the children, we would say that the *forecastle* is that apartment in the vessel, which is especially devoted to the lodging of the sailors, it is their sea home.

PEEP INTO THE FORECASTLE.

You will now please to consider yourself on the deck of the good ship Philanthropist, prepared to take a peep into that delectable place where the sailor is boarded and lodged.—You observe that hole in the deck near the bows, with a ladder stretching down therefrom into the blackness of darkness. That is the place; please to descend. Witness how admirably arranged to woo slumber. Although it is now high noon, you have here all

the soft obscurity of midnight. No useless panes of glass, or other modes of letting in sunlight, to interrupt the dim religious light of the place, or to tempt the sailor to spend any part of his watch below in reading, writing, mending his clothes, or other such frivolities. In its architectural arrangements, it is modelled after designs by Woodchuck. Reynard, too, from time immemorial, has built on the same judicious plan: the leading peculiarities of which is that all the light and air is admitted at the hole at which you enter.

Allow me now to direct your attention to the admirable arrangement of the forecabin for feeding and lodging the crew. They are all after designs by Swineherd. The beds and bedding are all by Ship Carpenter, and consist of a pine board bunk for each of the men. The tables, chairs, and table-ware and cutlery, are all prepared by the Hingham Bucket Co., and consist of a single kid or small pine pail for each member of the crew, as a complete and ample fit out in which to serve up to him for the longest voyage, his morning, noon and evening meals. The pine bunk and the pine noggin, completes the entire getting up of the shipowner for this home of the sailor on the sea. If he is provident, and brings along with him a bed to sleep upon, a cup to drink from, and a spoon and knife to eat with, it is all well. But if he be improvident, or unable to provide himself with such necessities, he is permitted to sleep on the soft side of a board—drink his coffee and sup his soup as he can, and tear his food in native style with his teeth.

The owner provides substantially nothing, in these respects, that his contract, decency and humanity all clearly demand. His excuse undoubtedly is, that all that he leaves to the care of his shipmaster, and supplies what he requires; but that is no excuse at all. The difficulty is, that the sailor in this community has never yet had a hearing from anybody. With the exception of some few yearlings and two year olds, and other stray and strange apparitions on the main-deck, Jack has never yet had command of one of Hoe's power presses to state his case, and, besides, he is

too frightfully contiguous to our philanthropists to engage any of their attention.

Where the forecabin is on deck it is no better. It is only one square of glass lighter. It is cold as Greenland, and insecure. Perhaps you are disposed to think that all this is necessarily incident to life on shipboard.—Allow me to conduct you aft, and dispel that illusion.

You will please to observe the broad and well lighted stairway before you—that leads to the cabin—please to enter. Allow me to direct your attention to the beautiful panneling in maple and satin wood. Those corinthian columns, with caps, richly carved and highly gilt, are also deserving your inspection. The table, you will observe, is set with the best of ware and cutlery, the beds are models of taste and neatness, and all the appointments of this highly finished and elegantly furnished abode are rich, beautiful and classic.

The favored mortals who are to enjoy this princely abode are some two or three other hands on board, whom the shipowner employs and boards and lodges, styled officers. They are most of them descended from very respectable farmers, and, were brought up in good plain plastered country dwellings. They are from the same neighborhood of several of the foremost hands, educated at the same primary school, and have nothing to boast of over any one of them, except a little more practical knowledge of seamanship.

After this hasty inspection of the un-American disparity that exists on shipboard, between these two classes of hired men, the sailor and the officer—the unnatural crowding down of the one, almost into brutality, and the unnatural exaltation of the other into princely prerogative; the one clapped into a kennel and the other into a palace; how can any one wonder at the wail that comes up from the sea,—strife and contention, assaults and murders. And how can any person expect American citizens to continue in the foreign service under such circumstances. I know that there is an old feudal notion extant that all this pomp and circumstance is indispensable to government on the

sea; and I know, too, that it is all the merest delusion in the world; and I will by and by show it.—*Boston Trans.*

SABBATH ON THE SEA.

From the Morning Star.

Bright shines the sun, fresh breezes blow,
the heavens are azure blue,
Save where the dappled clouds bring out
their changing shapes to view;
All round are gathered human forms and
faces lit with glee,—

But still the heart a strangeness owns—
'tis Sabbath on the sea.

Far as the eager eye can reach the crested
billows rise,
Till on the distant verge they seem to
kiss the bending skies;
No sail like sea-bird's wing appears to
speak of life to me,
Through all this livelong, holy day, this
Sabbath on the sea.

The deck anon with laughter rings where
men converse in crouds,
And there the winds make sad response
while whistling through the shrouds;
The canvass swells, the masts bend down,
light o'er the deep we flee,
We stay not for an hour although 'tis
Sabbath on the sea.

Far, far away the pleasant scenes where
Sabbath days were spent,
And far the cherished friends with whom
up to God's house I went;
There gather they again to-day and lift
a prayer for me,—
Blest thought! the day is holier now,
this Sabbath on the sea.

God's presence fills creation all,—He
bendeth every where,
To deck meek hearts with robes of joy,
to answer each true prayer;
His promise waits to be fulfilled where'er
his people be,—
Pure souls find Sabbaths everywhere,
sweet Sabbaths on the Sea.

To eyes anointed from on high his traces
mark the deep,
The winds are marshalled by his word,
when he commands they sleep;
And he who trod the waves of old on
storm-vexed Galilee,
Can give the heaving heart repose—a
Sabbath on the Sea.

Bend down, O Great and Glorious One,
above thy pleading child,
And speak thy "Peace, be still," above
each ocean tempest wild,

May every weakness, every danger, draw
me nearer Thee,
So that my soul find constant rest, a Sabbath
on the Sea.

Be Thou the Guardian of my life, my wanderings
all restore,
And bring me to the home I love, my
yearned-for home once more;
Spread Thy broad wing above the spot
where my heart's treasures be.—
That pledge of Thine will crown this day,
this Sabbath on the Sea.

G. T. D.

From the Honolulu "Friend."

TRIP OF THE "MORNING STAR" TO THE MARQUESAS.

It will be recollected by our readers, the Missionary Packet, *Morning Star*, left Honolulu for the Marquesas Islands, May 1st, to visit the Missionaries laboring under the patronage of the Hawaiian Missionary Society.—The Rev. J. S. Emerson and the Hon. Mr. Namakeha were sent out as Delegates. The Rev. Mr. Kaukau and wife were sent as Missionaries, and J. E. Chamberlain, Esq., went as passenger. The vessel returned on the 11th inst. The following extracts are copied from the Rev. J. S. Emerson's report to the Directors of the H. M. Society, which was read at a public meeting, gathered at the Fort Street Church, Sabbath evening, July 12th; at which time remarks were also made by Mr. James Bicknell, who has been laboring, during the last four years, upon the Marquesas Islands.

VOYAGE AND LANDING ON HIVA O A.

In compliance with an appointment from the Hawaiian Missionary Society, I took passage on the *Morning Star*, May 1st, for the Marquesas Islands. Our winds were easterly, both north and south of the equator, with but one or two days exception, till we reached the islands. Beating our way from within two days' sail of Tahiti, with a strong current against us, we reached Hiva o a, the most northwesterly island of the Marquesas Group, on the 30th of the month. On the 1st of June, we observed the Monthly Concert of Prayer for Missions, near midway between Nuuhiva, Washington and Adams' Islands. Our collection for Missions amounted to \$30

50. Still beating our way, and nearing every island of the group, as we passed it, we reached the east end of Hivaoa on the morning of the 4th of June, thirty-four days from Honolulu. Sailing in sight of the Island, and near the north side of it, the day previous, we had formed a pretty correct idea of the localities of the brethren, in case they were on the island. But whether either of them, except Mr. Bicknell, was there was all uncertain, and where his locality might be, was only a matter of conjecture. As we neared the first bay to the north of the island, we saw what proved to be two or three houses at the head of the bay, five or six miles distant. The old whale-boat was lowered in a rough sea, and manned, and with Namakeha on board, we rowed for the shore, while the vessel lay off and on. We soon found our boat leaking rapidly, but a bucket and a sailor's boot, plied to the work of bailing, kept it comparatively free. Where we were going, and with whom we were to meet, occasioned some jests among the sailors, that indicated no small degree of trepidation of mind. Midway to the shore we descried a boat approaching us, filled with bareheaded, naked, tattooed men, whose visage was wild and uncertain in its indications. Approaching them, I enquired for Kekela; they pointed inland. I enquired for Mr. Bicknell; they pointed to another valley. Their countenances then appeared to assume a milder aspect, and our men began to gain their assurance. I induced the natives to return with us to the shore. Compliance seemed cheerful; and one of them soon proposed to get into our boat, as theirs was the best manned. As we assented, he plunged into the sea, and was soon in our boat, rowing like a hero. (A naked man, with brawny arms, tattooed on every part, and having only a show of covering.) We approached the shore—there was a high surf on,—our men did not understand beach-combing, as they said;—and our pilot could not well make us understand how to manage; but he did the best he could, and we got ashore not much wet. Before reaching the shore, we found the building seen from the vessel to be the tenements

of the Papists; and the priests were in front, anxiously waiting to welcome a friend and a vessel, which they had long expected. But as Kekela arrived at the beach the moment I reached land, the warm embrace, the hearty greeting, the expressive silence that we both maintained for some minutes, surrounded as we were by a hundred or a hundred and fifty natives, mostly children, was a sufficient token for the Papists to retire, which they were not slow to improve. We walked towards Kekela's house, which was in a grove of bread-fruit, cocoa-nut, hao, melo and banana trees, quite concealed from view. I soon revealed my immediate errand, and found that arrangements had been made to have a general meeting at Hanaahi, on Hivaoa, Mr. Bicknell's location.

RETURN OF THE VESSEL, AND VISIT TO FATUHIVA.

Soon our preparations were made; we hastened to the boat, and dashed through the surf towards our vessel, now invisible, except her top-mast, in the distance. But the scene which our eyes had beheld—*new—strange—shocking*—was before the minds of us all, except Kekela, to whom such sights had become familiar. We had taken the natives all at unawares, and so we saw them when least on their guard, and most like themselves. After getting through the surf into comparatively still water, and the boat bailed, all was silent save the splash of the oars, and each one indulged his own train of reflection. By and by one of the seamen said, "Well, such a sight as that I never saw before." Another said, "That was worth the dollar I gave at the monthly concert." Another still, "Those who say that Missionaries have done no good, are fools. How is it possible that such men can be civilized? What can induce a civilized man to live among them?" Our boat went on, and before the sun had set we were all safe on board, and urging our way to Fathiva. We now felt that the mist of uncertainty that had hung over us, was being dissipated, and our business was assuming a more tangible form. At the dawn of the next day, we were under the lee of Fathiva, hoping to reach the an-

Chorage before sunrise, land our cargo, and be on our way back with Missionaries and freight for Hivaoa before dark. But God had otherwise determined—sunrise and breakfast came, and we were not up to the anchorage. Many Fatuhivans came on board.—Kekela said they were friendly; but their visage was so marred by tattooing, as to look most unlovely. Prayers were held on deck, the Missionary Hymn, sung in English and Hawaiian, thrilled through many hearts. The wind left us, and our vessel did not get to anchor till near sunset, and it would be Saturday night before we could possibly sail for Hivaoa. But to sail away from a heathen place, and take from them the only light they enjoy, on the last day of the week, did not suit our views of duty. So we resolved on spending our Sabbath at Omoa. On Saturday, the work went on of landing things for the station, and taking on the goods for the brethren on Hivaoa. It was well understood that Fatuhiva was not to be forsaken by the Missionaries, as God had not forsaken it.

We arranged for meetings in Hawaiian, Fatuhivan and the English languages, and for the Lord's Supper.—At an early hour, Sabbath morning the natives began to come around in considerable numbers. All who had broken away from the kapu system, entered the house and took seats, perhaps fifteen in all; others, who feared the kapus, sat or stood near the side of the house, which was open to the west; in all, forty or fifty. We felt it to be a good occasion. The songs of praise, and words of instruction from the text, "God is love," were listened to by many with much apparent interest. We sat down to the Lord's table, men from six different nations of the earth, fifteen in all, and called to mind the dying love of Jesus in his sacred ordinances while the *Morning Star*, floating in sight, at the distance of half a mile, spake unequivocally to many hearts that last command of the risen Saviour, "Go ye into all the earth, and preach my Gospel to every creature," was not being wholly disregarded by His people. The day will long be remembered by many as a good Sabbath in a land

where the people perish for lack of vision. On Monday, a meeting of the chiefs and people was called.

RESULT OF THREE YEARS' LABOR ON FATUHIVA.

But before leaving this island, let me say that after more than three years of labor, self-denial and suffering, God has obviously acknowledged the labors of his servants on Fatuhiva. Schools are now desired, adults and children attend them, and some from the thick mists of darkness are feeling after the light. Two have been admitted to the church, one of whom they hope has gone thus early to heaven; 28 attend public worship, of whom 23 are daily attendants at school; 12 attend school in another place, but fear to go to public worship; 10 children also attend school; making in all 45 attendants at school. Said Abraham Nakua to me, more than once, "Do not fail to let us have two teachers at this place; the work of God has commenced here, a light has been kindled, and it will never go out; do not forsake us." The truth of his remark was obvious to me. Saith another, "The taboos are growing old." But I must pass along.

DRUNKEN REVEL.

We took an excursion, one mile inland, to see a drunken revel, or an awkward attempt to imitate drunkenness. The cocoanut-trees are now being tapped in large numbers, to the total destruction of the fruit-buds, to procure the sap, which, whether fermented or not, makes an intoxicating drink. It is but a few months since this evil has been introduced into Fatuhiva, where foreigners have the whole credit of teaching it. One of a thousand illustrations this, that the vices of civilization are in advance of Christianity. * * * *

CHRISTIAN SABBATH.

The Sabbath dawned—a beatiful morning. Venus and Jupiter appeared in great splendor over the dark blue hills, and our *Morning Star*, snugly anchored in the little egg-shaped harbor of Hanaahi, seemed to vie with those brilliant stars of light, to tell her tale, not of creation's birth, but of a risen Saviour's birth. After breakfast

and prayers on board, we saw a few persons coming over a mountain-spur, high as the Pali of Nuuanu, to the place of meeting. At half-past nine o'clock, we were all on shore, assembled under the shadow of the cocoanut-trees, on a platform of boards, landed the day before, and spread out for the occasion. There we sang hymns of praise in English and Hawaiian, prayed in Hawaiian and Fatuhivan, (Marquesan,) and preached in Hawaiian, which was interpreted into Fatuhivan, (Marquesan,) one hundred or more being present. After this, Tohutete, having heard our covenant, and having consented to it, was baptized by the name of Daniela Tohutete, into the name of the Holy Trinity—no one disapproving; the heathen themselves saying that he was another man, unlike to them and unlike to his former self. After this we sat down to the table of the Lord, seventeen in number, from six different nations of the earth, and celebrated the dying love of our Lord and Saviour. There were at the feast two Marquesans, ten Sandwich Islanders, two Americans, one Englishman, one Dane, and one Norwegian. The Master of the feast also condescended to make one in our midst, and we felt that it was good to be there. After this we returned to the vessel, and at half-past two o'clock convened again, under the trees, with a larger congregation than in the morning. The usual exercises of the ordination were performed with decency and propriety; all were interested; some understood, and others did not, the language, which was partly Hawaiian and partly Fatuhivan; and the heathen looked on and wondered. A meeting in English followed the ordination after which we all retired.

* * * * *

HOUSES OF THE MISSIONARIES.

The houses of Missionaries are built by setting several posts in the ground, either cocoa-nut or bread-fruit, about seven feet long, so as to mark the outlines of the house. The spaces between these posts are closely filled in with bamboo, lashed to horizontal poles with the bark of the hao tree. On the tops of these posts, and in a groove cut for the purpose, is laid a plate, to hold the feet of the rafters, which are

locked together at the top, much as in native houses at the Sandwich Islands. The roof is covered with braided cocoa-nut branches, with their leaves; and outside of this the leaf of the bread-fruit, plaited together and firmly attached with strings, somewhat like the thatch of the Hawaiian houses. The sides of the houses are not thatched, and admit light, air, &c., through the interstices of the bamboo. Most of them, hitherto, have had neither doors nor windows, and instead of a floor there is a pavement of round stones. But it is matter of joy that they now have the material for improving them.

The Missionaries have all been without salt, except a little obtained from a captain, that remained undissolved in pork barrels. The native Missionaries, men and women, have been barefoot, most of the time, for two years. Mr. Bicknell would have been reduced to the same necessity, had not Capt. Wing given him four pairs of shoes. Capt. W. also gave him beef, pork, biscuit, a hatchet and several knives, which were a great relief. The native Missionaries generally have been destitute of these articles. Kekela had but one decent shirt when we arrived, and Kauwealoha was wearing a borrowed one. Their clothes, plates, knives, and forks, &c., had to a great extent gone to pay for food and the expense of their voyages between Fatuhiva and Hivaoa.

CALL FOR NEW LABORERS.

The call for new laborers is now loud, and comes in from almost every island of the group. It comes from Fatuhiva, from Tauata, from Unahuga, and from almost every valley of Hivaoa. It comes backed up with an array of argument, such as philanthropy cannot resist. Says one chief: "Drunkenness, theft and war are the passion of my people; send me Missionaries, that these evils may be removed. Send us Missionaries from Oahu, and we will feed and protect them." Says a voice from Tauata: "Send us Missionaries; we once had a good man with us, and his memory is cherished by us; but he is dead, and no one has come to take his place. Send us good men from Oahu." Says a voice from Fatuhiva: "Three long and

almost fruitless years did your Missionaries labor among us, with much endurance; the wedge has entered, the Gospel has taken root; it will grow; God will not again forsake Fatuhiva. The taboos are growing old, and will not long stand in the way of Christianity; send us Missionaries." From Hivaoa, the call is heard from almost every bay and valley, "Send us Missionaries from Oahu;—we want Americans, and not papal Missionaries." There are now no less than five or six places on Hivaoa where land has been appropriated for the residence of the Missionary, besides the posts now occupied.

If these calls are not sufficiently distinct and commanding, let me say further, that when your Missionaries had been three years in the field, they could show but one pupil who had learned to read, or who seemed anxious to learn; but now they have six schools of children and adults, anxious to learn to read and sing the songs of Zion. The former was a time of trial and sadness, and of heart-searching; but now is the time of enlargement, of activity, of joyful hope. The hands of the Missionaries are full, more than full, and the field is widening and ripening for the harvest. Will you refuse to strengthen their hands? Can laborers be withholden from these ripening fields? May the cry go up from not a few warm hearts, "Here am I, send me."

WARS.

There is now a state of warfare on the Island of Unahuga; also in the Bay of Hakuona, in Hivaoa; also in the Bay of Hanapaoa. But these wars are generally confined to one bay, and frequently exist between two chiefs only, while others are in a state of peace, and, in the view of the natives, would offer no serious objection to a Missionary, who might understand the language, in going in with his family and settling among them. But, on the other hand, it would furnish a strong motive for his going speedily, with the olive-branch of peace in his hand. They ask for Missionaries expressly to put a stop to their wars.

In conclusion I would only express my thanks to the Missionary Society

for the recent opportunity they have afforded me of visiting these unchristianized Islands, and of seeing and sympathising with the self-denying laborers in the field. It has done me good.

The *Morning Star*, as she has entered the bays and the harbors of the Marquesas Islands with her dove, and her olive-branch unfolded to them, has given pledge to the poor natives that this is only the precursor of the dawn and of the day—a day full of blessedness and peace to that long benighted people.

STEAMSHIP DISASTERS.

The appalling loss of life on the "Central America" has no parallel in the annals of American steamship navigation. The nearest approach is the disaster which befel the steamship Arctic on the 27th of September, 1854, by which something like three hundred and fifty lives were lost. The steamship San Francisco, belonging to the Pacific Mail Steamship Company, which foundered in the Atlantic on the 25th of December, 1853, was lost under circumstances similar, in many respects, to the disaster which has just occurred; but the number of lives sacrificed was much less—not varying far from two hundred, including 150 United States troops.

Taking a retrospect, with a view to recount the various catastrophes which have befallen ocean steamships owned in or trading with the United States, we find that the following have been entirely lost:

| Name. | Fate. | Valuation. |
|-----------------------|------------------|-------------|
| President, | Never heard of, | \$350,000 |
| Columbia, | All hands saved, | 300,000 |
| Humboldt, | All hands saved, | 500,000 |
| City of Glasgow, | Never heard of, | 200,000 |
| City of Philadelphia, | All hands saved, | 300,000 |
| Franklin, | All hands saved, | 480,000 |
| San Francisco, | A few saved, | 300,000 |
| Arctic, | A few saved, | 700,000 |
| Pacific, | Never heard of, | 680, 00 |
| Tempest, | Never heard of, | 300,000 |
| Central America, | A few saved, | 140,000 |
| Total, | | \$4,250,000 |

* Exclusive of about \$1,600,000 in specie.

If the cargo was included, these figures would be more than doubled. The President was lost in the year 1841; no one knows how or where. The Columbia, in nautical phrase "broke her back" on the rocks on

the American shore of the Atlantic. The City of Philadelphia went to pieces on the rocks near Cape Race.—The City of Glasgow sailed from Liverpool March 1st, 1854, and was not afterwards heard of. The Great Britain came near being included in the list, having lain ashore for some months at Dundrum Bay, coast of Ireland, but is now engaged as a transport for India. The Franklin and Humboldt went ashore and broke in pieces—the former on Long Island, and the latter near Halifax. The Arctic and Pacific were lost as already recorded. The iron steamer Tempest, measuring 1500 tons, sailed from New York February 12, 1857, with a crew of from thirty-five to forty men, and was never heard from. On the Pacific, several fine steamers have been lost, generally of a smaller class.—The Independence, for instance, was totally lost, with 120 lives; and the Tennessee, St. Louis, and Yankee Blade, Winfield Scott, and others, became total wrecks.—*N. Y. Journal Commerce.*

LAST LETTER FROM SIR JOHN FRANKLIN.

The following is believed to be the last communication penned and forwarded by the great English navigator, to ascertain whose fate expedition after expedition has been sent out, millions expended, and both the old and new world intensely excited. These lines were addressed to a sister. They open a window into the old gentleman's heart that allows us to witness its generous and benevolent throbbings in behalf of his fellow-men. How kindly he refers to the poor Esquimaux and their children. How tenderly he alludes to the spread of the gospel among them. There is a total absence of the heartless feeling manifested by some who have gone forth on exploring expeditions, and who speak of the ignorant and degraded as "poor devils," utterly incapable of appreciating the gospel message! His reference to the Bible and Sabbath plainly indicate that he was a Bible-loving and Sabbath-keeping commander. There is one sentence which we have taken the liberty to print in capital letters. It deserves to be printed in letters of gold, and

the sentiment, embodied in the instructions, given to the commander of every man-of-war, merchant vessel and whale ship sailing from the shores of a Christian nation. Quite too long have those engaged in national, commercial and sea-fearing pursuits supposed that they were justified in conducting their enterprises upon any other than the gospel principles. The golden rule should apply to nations as well as to individuals. The spirit of the command, "go ye into all the world and preach the gospel to every creature," is as plainly addressed to the commander of a man-of-war or a whale ship, as to any Missionary in Polynesia or China. The truth is, some people have eyes and see not, ears and hear not, minds and understand not!

WHALE FISH ISLAND, }
(Bay of Disco,) July 11, 1845. }

MY DEAR SISTER : * * * The appearance, dress and manners of the Esquimaux, bespeak that care is taken of them by the Government. Several of them can read the Bible with ease, and I am told that when the families are all collected, the children are obliged to attend school daily. I looked into one of the huts arranged with seats for this purpose. When the minister comes over from Disco, he superintends the school; at other times the children are taught by a half caste Esquimaux. How delightful it is to know that the gospel is spreading far and wide, and will do so till its blessed truths are disseminated through the globe. EVERY SHIP IN THESE DAYS OUGHT TO GO FORTH TO STRANGE LANDS BEARING AMONG ITS OFFICERS A MISSIONARY SPIRIT; AND MAY GOD GRANT SUCH A SPIRIT ON BOARD THIS SHIP. It is my desire to cultivate this feeling, and I am encouraged to hope that we have among us some who will aid me in this duty. We have divine service twice on each Sunday, and I never witnessed a more attentive congregation than we have. May the seed sown fall upon good ground, and bring forth fruit abundantly to God's honor and glory. * *

Ever your affectionate brother.

(Signed) JOHN FRANKLIN.
Honolulu Friend.

NEW-YORK, NOVEMBER, 1857.



SAILORS HOME NONOLULU.

Next after the *divinely* appointed preaching of the gospel, perhaps the most important instrumentality for benefiting the Sailor is the well conducted "Home." While it furnishes him with board and other accommodations during his stay in port, without subjecting him to the annoyances and temptations of the liquor shop and the brothel, it also gathers around him various salutary influences tending to do him good. He sits down to an orderly table, and hears the blessing of God asked upon his food. He is invited to attend the daily family worship where he hears the reading of the Scriptures, the singing of the

songs of Zion, and the voice of prayer. He finds there a reading room for the instruction of his leisure hours. He comes into the society of pious seamen, of all grades from the cook and cabin boy to the Captain. If sick, he has some one to sympathize with, and to pray for him. Missionaries, and colporteurs visit there, and bring to him the solemn appeals of God's truth in personal conversation. One or more religious meetings are commonly held weekly which he is invited to attend. The House is an important auxiliary to the Bethel, supplying it with its most steady and attentive hearers, and in its own

sphere seconding and preserving the salutary effects of the stated Sabbath ministrations of God's word.

It is a matter for congratulation to the friends of the sailor that such a "Home" is now in successful operation at Honolulu, the great center of resort to our numerous whaling fleet in the north Pacific. We are happy to give a view of this institution above. The history of its erection is very interesting. King Kamehameha III, the father of the present sovereign of the Hawaiian Islands donated a little before his death, a lot of ground, the finest site in the city, for the purpose of such an institution. It was estimated to be worth \$6,000, and was given on condition that \$5,000 more should be raised by voluntary subscription. This was done and much more, the whole cost of the establishment having been (land included) about \$20,000.

The corner stone was laid July 31, 1855, by the present King, and the building was ready for occupancy thirteen months afterwards. His Majesty is President of the Board of Trustees, and honors both the institution and himself by bestowing upon it his particular favor. The Bethel is shown in the view a little in the rear of the Home.

LOSS OF THE CENTRAL AMERICA.

Long ere this No. reaches our readers they will have read elsewhere the sad, sad tale of that event which has sent untold sorrow into so many homes and hearts, the loss of this gallant steamer. We have little to add to the many lessons which have already been gathered from it, and eloquently enforced from the pulpit and the press throughout our land. No language indeed of man can add anything to the impressive teaching of the event itself. The uncertainty of the

brightest human expectation, the insecurity of life, the worthlessness of gold, in the hour when the spirit is about to be summoned to its account, and the need of constant preparation to meet that hour in peace,—how forcibly are these lessons ever old, yet ever needful, again taught to us, bidding us to be "also ready."

In the universal gloom occasioned by this catastrophe there are still some circumstances of pleasing interest. We are rejoiced to be able to point to the noble conduct of the officers and seamen of the ill fated vessel. Possibly there may be a single exception among the former, but it is by no means certain, and we prefer to believe the contrary till it is clearly proved. The coolness, and intrepidity of Capt. Herndon—the gentle consideration with which he soothed the fears of his lady passengers, and the determination with which he labored to save them, and that successfully—joined to the discipline which prompted exact obedience among his crew, in circumstances when it was literally a choice between duty and death, are beyond all praise, marking him worthy alike of his ship and his men, and them worthy of their commander.—The like heroism was displayed by Capt. Burt and his men of the *Marine*, and by the officers and crew of the Norwegian bark *Ellen*, by whom the persons rescued, were brought home. We refer to these things with the greater satisfaction, as presenting so strong a contrast with the reported conduct of the *Arctic's* crew in similar circumstances, and to evince that degraded as is the character of many of our sailors there has not yet wholly died out that spirit of self sacrificing fortitude and bravery which used to invest the American tar with the highest honor.

It is pleasing to witness also the readiness with which the benevolent have responded to the call for aid in behalf of the sufferers.

The subscriptions in New York now amount to \$18,000. It is already ascertained that there are now living thirty-five widows of officers and crew of the ill-fated ship; and upwards of fifty-seven children. Many of these are in destitute circumstances, and require instant aid, more or less, from those able to give it.

PRESENT FROM THE PRESIDENT. A magnificent Gold Pocket Chronometer and Chain has been forwarded to Samuel T. Sawyer, Esq., Collector of the Port of Norfolk, by James Buchanan, President of the United States, to be presented to that noble veteran of old ocean, Capt. A. Johnson of the Norwegian bark *Ellen*, who so gallantly went to the rescue of the passengers of the *Central America*.

THE PECUNIARY CRISIS has agitated the whole community for the two weeks past. The suspension of the Banks, the failures of leading mercantile houses, the gloom and panic every where visible, were the chief if not almost the only topics of conversation in all circles. We could not but think how much anxiety was manifested by some lest a few dollars should be lost, who never betrayed a moment's concern for the loss of an immortal soul.

The day before the general suspension of specie payments, quite a *run* was made by frightened depositors upon the Seamen's Savings Bank. It was all in vain that they were assured their money was safe; many in their panic seemed to be beyond reasoning on the subject. Quite a large loss of interest was incurred in the aggregate, and doubtless still larger loss will result from robberies and various methods known to rogues, of swindling men out of their gold. The utter

groundlessness of the alarm will be apparent from the following statement of the condition of the Bank which was issued to the depositors.

SAMEN'S BANK FOR SAVINGS.

| ASSETS ON THE 1ST OCTOBER. | | |
|--------------------------------|-------|----------------|
| Stocks of the City of New York | ..... | \$1,019,236 00 |
| " " Utica | ..... | 50,000 00 |
| " United States | ..... | 230,950 00 |
| " State of New-York | ..... | 524,161 57 |
| " State of Massachusetts | ..... | 150,000 00 |
| " " Ohio | ..... | 1,096,929 24 |
| " " Pennsylvania | ..... | 97,000 00 |
| " " Georgia | ..... | 213,750 00 |
| " " Tennessee | ..... | 129,000 00 |

\$3,511,026 81

| | | |
|---|-------|----------------|
| LOANS secured by Bond and Mortgage on Improved Real Estate in the Cities of New-York and Brooklyn, worth double the amount loaned thereon | | |
|  | ..... | \$3,465,116 66 |
| Real Estate, Banking House | ..... | 123,521 76 |
| CASH in Bank | ..... | 250,074 40 |

\$7,349,739 63

Of which is due to Depositors..... \$7,045,371 09

Surplus..... \$304,368 54

New-York, 1st October, 1857.

BRUTALITY TO SAILORS.—Wm. Sheppard, a sailor recently made a complaint at the Lower Police Court against the first and second mates of the ship *Liverpool*, charging them with attempting to take his life, and also that of his brother. It appears that the brothers shipped as sailors on board the vessel, and on Saturday as she was leaving the harbor, the two mates attacked them with a pistol and a pair of brass knuckles, and beat them so shockingly that William, to save himself, jumped overboard, and would have been drowned, but for the exertions of the hands of the Wall street ferry boat *Exchange*. On landing he preferred a complaint against the mates, and a warrant was issued for their arrest, but before it could be served the ship had sailed. Sheppard states that he has fear concerning the safety of his brother, whom he left on board in the power of the brutal officers.

Capt. Rogers was executed at Liver-

pool, (Eng..) Sept. 12th, for the murder of a sailor employed upon his ship. In relation to this event the N. Y. Tribune remarks as follows:—

"Our attention is again called to this case by two facts. On the evening previous to his execution, Capt. Rogers wrote to a friend a letter, which has been published, in which, in language apparently sincere, he declares his innocence of murder. We have no doubt that the novelty of his position, puzzled him. He had probably for years been in the habit of giving loose reins to his passions, and of beating and cudgeling and otherwise maltreating the men under him, without fear of retribution. This was not, it must be remembered, an ordinary murder. The death in question was the result of a series of cruelties, protracted through a long voyage. Many mariners have, we suppose, been subjected to like tortures and discomforts and have escaped with their lives. Many others may have perished under similar treatment, while those who inflicted it have escaped punishment. It appears to have been an established rule, both in our own and the English merchant service, that seamen, whether before Commissioners or Juries, could have no redress. Their oath has been distrusted. The confirmation of their shipmates has been held to be no confirmation at all. Often, upon landing, the smart of their injuries has abated, and in the dissipations of the shore they have forgotten the injuries of the sea. Suppose that all those sailors who have suffered clearly unjustifiable assault and battery during the last year should have preferred complaints of the same before our Courts of Justice, would not our criminal dockets have been a trifle longer.

The American captains in port at Liverpool seem to have been thunderstruck at the verdict, the sentence and the execution. We suppose that they loudly proclaimed that such things are managed differently in America, as they certainly are. They exhibited their sympathy as Yankees are apt to show it, by making up a purse. They sent £40 to the widow Rogers. They, too, questionless, were sincere. We do not say that all or any of them felt a disagreeable and promonitory crick in the neck. They seriously and unselfishly thought Capt. Rogers innocent and the hanging no better than a murder under the forms of law. But the general effect of this case upon their minds we fancy will be salutary. They have received a good legal lesson, and a warning which they will not soon forget. They now know what the law makes murder and will treat as murder. They now know that when death results from systematic and continuous and prolonged cruelty, he whose heavy hand and hard heart accomplish that conclusion is just as much a felon, and that the malice prepense is just as well established, as if the homicide had been committed with the utmost secrecy and after elaborate preparation. And as they know this, may we not hope that the knowledge will do much to control the turbulent passions of the quarter-deck?

The Rev. T. L. Cuyler in a letter

from England thus speaks of the Sailor's Home in London.

"There is a fine *Sailor's Home* in Well street, near the docks, to which I paid a visit on Friday. The building is large enough to accommodate three hundred. What a tarred crew of weather-beaten fellows there were gathered in the dining-hall as I went in! Several of them were as black as "Uncle Tom" "Is there no prejudice here on account of color?" I inquired. "Oh, no," said the steward. "They all eat, and walk, and smoke, and sleep together, black, white, and brown." The rooms were very neat, though the *cabins* in which the sailors sleep seemed rather too narrow for comfort. There is a chaplain who conducts worship twice a day, and a good school of engineering and navigation is held in one of the upper rooms. The price of board is fourteen-shillings sterling per week for able seamen; twelve shillings for ordinary seamen, and eleven for apprentices. Four meals a day are provided. Every thing looked tidy and comfortable. Poor storm-tossed, plundered *Jack* seemed really to have found there what is so rare for him—a genuine sailor's *home*."

NEW YORK AND BROOKLYN ASSOCIATION. This body of Congregational ministers at their late semi-annual meeting passed the following resolution:

"Resolved that we have heard with interest the statements of Rev. Mr. Warren Secretary of the American Seamen's Friend Society, and we earnestly recommend the operations of that society to the sympathy and increased support of the churches."

COOKING THE MATE.—"Are you mate of the ship?" asked an emigrant of the cook who was an Irishman. "No sir; I'm the man that cooks the *mate*."

A GOOD EXAMPLE.—It is stated that a commodore in our navy on a recent Sabbath called on Lord Napier, the British minister at Washington, who, it is understood, refuses to see visitors on that day, and was so informed by the servant. "But I am Commodore ———," said he. "It makes no difference," was the reply; "he will not see you." "But go and tell him Commodore ——— has called." "I'll do so, if you insist upon it, but I

know he will not receive you, for it is not his custom to receive visitors on the Sabbath," which the commodore found was indeed the case.

RUSSIA.—The Russian ship *La Forte*, 84 guns, capsized in a squall while going from Revel to Cronstadt, with the wives and families of the crews of the fleet. Over 1,400 persons were on board, including three Admirals, of whom only about half a dozen were saved.

NAVAL JOURNAL.

Disasters for the Month.

STEAMERS.

Norfolk, fr. Philadelphia to N. Y., sunk in a gale. Value \$45,000.

Central America, Herndon, fr. Aspinwall to N. Y., foundered. Value \$2,600,000.

Louisville, (propeller) burned 10 miles from Chicago. Insured for \$22,000.

SHIPS.

M. De Embil of Bath, Albee, with wife and child on board, sailed fr. N. Y. for Santander, 29th Dec. last. Missing; value \$69,500.

Flying Zephyr, Young, fr. Pensacola to B. Ayres, foundered in a gale. Capt., officers and crew, 18 in number, arrived in Charleston; 645 tons. Value \$40,000.

BARKS.

John Bird, of and from Rockland, with lime, took fire at New Orleans and burnt. Total loss; 300 tons. Value \$11,900.

Colin McRae, Bramhall, fr. Liverpool to Wilmington, wrecked on Wil. Bar.—Value \$18,000.

John Parker, Roberts, fr. N. Orleans to Rotterdam, lost near C. Lookout. Crew saved; 392 tons. Value \$80,000.

Maria Protalongo, fr. N. Y. to Cork. Totally lost on the Northern Triangles. Crew saved. Value \$70,000.

BRIGS.

Vermont, fr. Pictou to Boston. Lost on her passage; 171 tons. Value \$5,000.

Luzon, fr. Havana to Falmouth, (Eng.) Ashore near New Topsail Inlet. Vessel and cargo total loss.

James Wakefield, Oliver, fr. Bath to Cardenas, wrecked on Abaco. Value \$12,000.

Sarah Thorndike, Low, fr. St. Stephen, N. B. to Matanzas, wrecked near the Berry Islands. Value \$7,000.

Nancy, Grant, fr. Halifax to Porto Rico, capsized in a gale. First officer and boy (Thos. B. White,) saved from the foremast head; captain and six of the crew lost.

Edward H. Fitler, fr. Phil. to Savannah, ran ashore on Currituck Beach.—Total loss.

Maria T. Wilder, Cunningham, fr. Wilmington, N. C. to Boston, abandoned. Capt. and crew saved.

SCHOONERS.

Eureka, (Pilot,) parted cable in a storm and struck on Pope's Ledge, and dashed to pieces; all hands saved. Value \$2,000.

Abdel Kader, Cornelius, fr. Wilmington, N. C. to N. York, ashore on coast of N. C. Value \$4,500.

New Republic, fr. Phil. to Wilmington, N. C., ashore near Swansboro, N. C. Total loss. Value \$6,000.

Wake, O'Brien, fr. Wilmington, N. C. to N. York, sunk at Ocracoke. Total loss. Value \$25,000.

Emily Ward, fr. Charleston to N. Y., sunk near New Inlet bar, N. C. Total loss. Value \$41,000.

Lucinda Jane, fr. Phil. to Belfast, Me., run into and sunk. Value \$4,500.

The Albion and the Pearl, belonging to Onslow Co., N. C., are both ashore in Buzzard's Bay. And will be a total loss. Value of each \$2,500.

Albion, fr. Calais to Phil., ashore off Sandy Hook. Total loss, crew saved.—Value \$3,500.

E. S. Willetts, fr. N. Carolina to N. Y., ashore at Ocracoke. Reported broken in two. Value \$3,800.

School Boy, fr. N. Y. to Phil., ashore on Joe Flagger. Total loss. Value \$3,000.

Guilford, Hewitson, fr. Savannah to Nassau, N. P. Lost at sea, captain, mate and three seamen taken off, having been on the vessel's bottom 30 hours. Value \$900.

John E. Calvin, Kieman, fr. Hunting Creek to Norfolk, in collision with Bark, Hugh Birehead in Norfolk Bay, and sunk in five minutes. Crews saved. Value \$1,000.

Rattlesnake, Rice, fr. Kingston to Phil. Totally wrecked on coast of N. Carolina. All hands saved. Value \$9,000

Horatio, (fishing,) lost off Halifax.—Value \$600.

Robert Palmer, Nichols, fr. Elizabethport, N. Y., to Charleston, ashore of C. Hatteras. Value \$5,000.

Visitor, Davis, sailed fr. Minatitlan for N. Orleans, Aug. 23. Missing; value \$4,000.

SUMMARY.

| | | | |
|------------|----|-------------|-------------|
| Steamers, | 3 | Aggr. value | \$2,667,000 |
| Ships, | 2 | | 109,500 |
| Barks, | 4 | | 179,900 |
| Brigs, | 6 | | 48,000 |
| Schooners, | 17 | | 118,800 |

Total, 32 \$3,123,200

DEATHS OF SEAMEN.

Sept. 14th, Capt. Lovell of Brig Gov. Brock of Portland, of fever at Matanzas.

Capt. Green of Brig Northman, and his mate died in West India, of fever.

Sept. 23d, 1856. William Merritt of Canterbury, Ct., on the Bark Zone at sea.

Sept. 24th, at Killingworth, Ct., Mr. Gaylord Coan, aged 89 years, father of Rev. Titus Coan, missionary at the Sandwich Islands, and grand-father of the Rev. Geo. W. Coan, missionary among the Nestorians.

NOTICES TO MARINERS.

LIGHT-HOUSE AT HORTON'S POINT, LONG ISLAND SOUND.—On the evening of the 15th day of October, 1857, a 3d order catadioptric *fixed light* will be exhibited for the first time from the light-house tower at Horton's point, north shore of Long Island.

This light-house tower is 30 feet high, built of brick, and the light will have a focal plane of 110 feet above the mean level of the sea.

This tower is attached to the keeper's dwelling, which is also of brick.

The approximate position of this light-house is Latitude $41^{\circ} 5'$, Longitude 72°

$26^{\circ} 15'$, $113\frac{1}{4}$ nautical miles W.S.W. from, Plumbe Island Light-house.

NEW LIGHT-HOUSE AT DUTCH ISLAND, RHODE ISLAND.—A new light-house and keeper's dwelling having been erected on Dutch Island, R. I., in place of the old one, the temporary light exhibited during the erection of the new buildings will be discontinued on and after the 25th instant, and the light exhibited from that time from the lantern of the new tower.

The dwelling house and tower are built of brick in connection, and both white-washed.

The base of the tower is $20\frac{1}{2}$ feet, and the centre of the light 56 feet above mean low water. The light will be fixed, of the natural color, and visible around the whole horizon; produced by a 4th order catadioptric illuminating apparatus of the system of Fresnel, and should be seen from the deck of a vessel 15 feet above the water, at a distance of 14 nautical miles, under ordinary states of the atmosphere.

Ireland—Blackwater Bank Light-Vessel.—It is the intention of the Port of Dublin Corporation to cause a light-vessel to be placed, on or about the first week in October, about $1\frac{1}{2}$ mile E. $\frac{3}{4}$ S. of the buoy on the north end of the Blackwater Bank, from which vessel two *white lights* will be exhibited; one *revolving*, the other *fixed*. The revolving light, which will attain its greatest brilliancy *once in every minute*, will be shown from the mainmast of the vessel, at a height of 39 feet above the level of the sea; and the fixed light will be shown from the foremast of the vessel, at a height of 26 feet above the level of the sea.

Further notice of the position and bearings will be given when the vessel shall have been placed.

Norway—West Coast. Lights at the Lofoten Islands.—The Royal Norwegian Marine Department at Christiania has given notice, that on and after the 1st day of January, 1857, the following lights would be established at the Lofoten Islands, on the northwest coast of Norway:

Glopen.—This light is a fixed white light of the sixth order. It is placed at a height of 140 English feet above the mean level of the sea, and should be visible from the deck of a ship in clear weather at a distance of 12 miles, from S. W. round southerly and easterly to N. W. It will be lighted from the 1st January until the 14th April.

The light-house stands on the south side of the entrance of Sörvaagen, serves to point out the fairway into that harbor. It is in lat. $68^{\circ} 3' N.$ long. $13^{\circ} 4\frac{1}{2}' E.$ East from Greenwich. Vessels approaching

Sörvaagen between the light and Kraagen islet (which lies to the N. N. E.) must keep close to Glopen as there are three blind rocks on the S. E. side of Kraagen. If approaching to the north of Kraagen, they should keep close to that islet. When the light has been brought to bear to the eastward of S. by E. there is anchorage in from 8 to 10 fathoms.

Svinö, near Balstad.—This light is a fixed red light of the sixth order. It is placed at a height of 200 English feet above the mean level of the sea, and should be visible from the deck of a ship in clear weather at a distance of from 8 to 10 miles, from N. W. round southerly to N. E. It will be lighted from the 1st January until the 14th April; and will serve chiefly as a guide for the passage between Henningsvaer and Sörvaagen.

The light-house stands in lat $68^{\circ} 3'$ N., long. $13^{\circ} 34\frac{1}{2}'$ E from Greenwich.

Henningsvaer.—This light is a white light of the fourth order, varied by a flash every third minute, seen all round the compass. It is placed at a height of 120 English feet above the mean level of the sea, and should be visible from the deck of a ship, in clear weather, at a distance of from 12 to 14 miles. It will be exhibited from the 15th August through the winter until the 1st May.

This light is placed on the Quitvaerden near Henningsvaer, and serves chiefly to point out the fairway across the West fiord; also for making for the anchorage in Saltvaering Sound. To reach the latter, the light must be brought to bear N. E. by N., and that course kept until about three cables' length from the light-house; then altered a little more easterly in order to pass south of the light, and when two or three cables' length to the eastward of it, the vessel may be brought up in from 5 to 6 fathoms water. The anchorage is narrow, and cannot be recommended for large vessels.

[All courses and bearings are by compass. Var. 16° W. in 1857.]

HARBORS OF HIVAÖA.—Capt. Moore has furnished us with the following sailing directions, which may be of service to shipmasters wishing to visit the Marquesas for supplies.

Bring the Island of Fetuhugu or Hood's Island to bear N. N. W. ten miles. If wishing to go into Paumau Bay, which is the easternmost, steer boldly in, hugging the shore on the port hand, and the mouth of the bay will plainly open, in the bottom of which the Catholic Chapel is a

prominent object. The starboard head is a high, sugar-loaf mountain, on the top of which are several small hillocks. The port head, going in, may be known by a large, black rock, on the apex of a hill close aboard. As you enter the bay just steer clear of a large ledge of sunken rocks which appears about five feet above water, and let go your working anchor about forty yards to the leeward of it. Pay out thirty fathoms and drop your best bower under foot, then run out a kedge astern to keep from swinging, as there is a strong undertow. Ten fathoms will be about the depth of water. In going out it will be well to make fast a small hawser to the ledge and heave up both anchors and make sail, laying clear of the lee point without difficulty.

HANAHI BAY—is three miles to the westward of Paumau. There are no distinctive landmarks here and the bay is small, but affords good anchorage. Fifteen fathoms is found square with the heads. Keep nearest to the eastern side of the bay.

HANAKAKUUA BAY—is the next bay to the westward of Hanaahi. This bay is easy of access and egress, and affords an excellent place for watering. Hogs, poultry, bananas, bread-fruit, and other esculents in abundance. The next bay to the westward is Hanatitapa. This bay may be known by a magnificent waterfall which may be seen at the distance of ten miles. The water rushes over a dark, perpendicular rock, and falls between two hundred and three hundred feet, where, striking the surface of a smooth, declining rock, it is broken into foam and spray, producing a scene of beauty in nature scarcely ever equalled. The bay looks into the S. E. and is two miles east of the waterfall. During December, January, February and March no vessel should anchor in these northern and southern bays. The whale ship *Panama*, of Sag Harbor, was wrecked here in a gale from N. W. There is a land-locked harbor on the south side, I am informed, affording good anchorage.

ISLAND OF FATUHIVA.—This Island is about eight miles long, north and south, and four miles broad. On approaching the land from the S. S. W., a high and remarkable mountain will be observed, forming, at its base a point, which lies in lat. $10^{\circ} 30' 30''$ S., lon. $138^{\circ} 43' 13''$ W. Immediately to the northward of this point is Omoa Bay, with good anchorage, with the following depths of water:

| | |
|-----------------------------|-------------|
| Square with the heads, | 25 fathoms, |
| Fifty yards in, | 14 do |
| Ffty yards further in, | 22 do |

From this depth it gradually shoals to the shore, where there is considerable surf at all times. Pigs, Poultry, bananas, cocoanuts and bread-fruit can be obtained on reasonable terms. Water is not easily obtained. There is plenty near by, but the casks are liable to get stove on the stones by the surf.

In standing to the northward, along shore, vessels should not approach too near that high, northwestern bluff, as the tide sweeps along powerfully, and the wind is always baffling.

FETUHUGU, OR HOOD'S ISLAND.—A sunken reef, we are informed, lies one or two miles from this Island, but in what direction could not be clearly learned from the natives, their statements in regard to it contradicting each other. Westerly currents constant, three-quarters of a mile per hour.

RECEIPTS.

From Sept. 1st to Oct. 1st, 1857.

Directors for life by the payment of \$50.

Rev. J. E. Rankin, by Cong. Ch.
St., Albans, Vt., 57 50

Members for life by the payment of \$20

Mrs. Jno. C. Abbott, by Second
Cong. Ch., Freeport, Me., 20 00
George W. Blake, by Cong. Ch.,
Greensboro, Vt., 20 00
Rev. Spencer Marsh, by Cong.
Ch., Burlington, Vt., 39 42
Rev. Wm. H. Lord, by Cong. Ch.,
Montpelier, Vt., 33 '
Rev. Mrs. Thayer, by Unitarian
Ch., Beverly, Mass., 21 00
Mrs. Capt. Mary A. Patten, by
Ladies Beth. Soc., Newbury-
port, for Rio. Station, 20 00
William Anderson, by Monument
Ch., South Deerfield, Mass., 20 00
Dexter Rockwood, Ashland, (2d
payment,) 5 00
Dea. Truman H. Judson, by Cong.
Ch., Woodbury, Ct., 20 00
Rev. Amos E. Lawrence, by Cong.
Ch., South Britain, Ct., 20 78
Rev. A. Livermore, by Cong. Ch.,
N. Mansfield Ct., (in part,) 18 23
Rev. C. T. Mills, by Cong. Ch.,
Berkshire, N. Y., 33 71
Wm. R. Powell, New York, 25 00
Lewis Atterbury Stimson, Pat-
terson, N. J., by his Grand
Mother, 20 00
Heman Meade, Morristown, N. J.,
by Mr. B. O. Canfield, (amt.
ack. below,)

Donations.

Pine St. Cong. Ch., Lewiston,
Me., 12 62
First Cong. Ch., Lewiston Falls,
Me., 24 80
Free Bapt. Ch., " " 20 40
Me.,
Friends after Lecture, Castine,
Me., 24 00
First Cong. Ch., Freeport, Me., 23 00
Cong. Ch., Cumberland, Me., 20 37
S. School, 1st Cong. C., Manches-
ter, N. H., (addition,) 12 00
Cong. Ch., Oxford, N. H., 13 00
Cong. Ch., Lyme, " 37 18
Bapt. Ch., " 9 00
Bapt. Ch., Fairfax, Vt., 2 00
Capt. J. Post, Georgia, Vt., 50
S. School, Rutland, Vt., 2 00
Unitarian Ch., Burlington, Vt., 15 19
H. H. Norcross, " 2 00
Female Benev. Soc., Edwards Ch.,
Northampton, Mass., 19 40
Cong. Ch., S. School, Milford,
Mass., 14 39
Central Ch., Fall River, Mass., 83 50
Oxford, Mass., (addition,) 1 20
Gill, 5 00
Cong. Ch., Rehoboth, Mass., 21 00
Second Cong. Ch., Milbury, Mass., 14 00
Springfield, Mass., (balance,) 14
Cong. Ch., Abington, Ct., 17 00
Cong. and Meth. Chs., in West-
brook, Ct., 30 45
First Cong. Ch., Canterbury, Ct., 8 00
First Cong. Ch., Hartford, Ct., 225 25
Cong. Ch., Southbury, Ct., 10 13
Chapel St. Ch., New Haven, Ct., 42 25
Rev. T. P. Gillet, " " 10 00
Charles Hyde, Ellington, " 5 00
Thomas Punderson, Brooklyn,
N. Y., 10 00
Mr. Dean, Newark Valley, N. Y., 1 25
Mrs. S. J. Smith, Binghamton,
N. Y., 1 00
Mrs. R. Tracy, Milford, Mich., 5 00
Second Ref. Dutch Ch., New
Brunswick, N. J., 35 50
Second Pres. Ch., New Brun-
swick, N. J., 12 00
A Friend, Newark, N. J., 1 00
Bapt. Ch., Somerville, N. J., 9 00
South Park St., Pres. Ch., New-
ark, N. J., 45 42
Second Pres. Ch., Norristown,
N. J., 54 37
Pres. Ch., Scranton, Pa., 31 62

Legacies.

Late Mrs. Elizabeth Rogers, Hart-
ford, Ct., through Hon. Seth
Terry Esq., 629 39

\$1 934 10